



BEXLEY CYCLING: CLIMATE SAFE STREETS CAMPAIGN

We're calling on the next leader of Bexley Council to make an urgent commitment to deliver #ClimateSafeStreets.

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Bexley Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

BEXLEY AND THE CLIMATE

Bexley is yet to make any commitments towards a net zero carbon future and their most recent Environmental Sustainability Strategy dates back to 2011. A [2020 blog post](#) published by Bexley Conservatives states, 'we have just quietly got on with making these changes to improve the environment – and haven't waited to declare a climate emergency before doing so', and while there is mention of introducing more cycle lanes and electric vehicle charging points, without any specific objectives, it's unclear what they intend for these changes to amount to.

In light of Bexley Council's current approach towards addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are decarbonised by 2030.

BEXLEY CYCLING'S ASKS

- 1. Complete the cycle network on the highest priority routes to the highest standards.**
 - All 'in flight', 'highest', 'high' and 'medium' priority cycle routes in TfL's current Strategic Cycling Analysis (as [mapped here](#)) built to the DfT's funding criteria for [LTN 1/20](#) (p6 1.1.2; 'a minimum score of 70% under the Cycling Level of Service (CLoS), no critical fails and under the Junction Assessment Tool (JAT) no red-scored turning movements').

2. Deliver low traffic neighbourhoods in 75% of residential areas in the borough.

- All possible residential areas (eg those identified in TfL's Strategic Neighbourhood Analysis (SNA, as [mapped here](#)) should be covered by area-wide and high-quality low traffic neighbourhoods substantially removing cut through motor traffic, and prioritising those with greatest need (see darker green areas in the SNA).

3. Improve at least five of the most dangerous junctions in the borough to high standards and provide pedestrian signals at all signalised junctions.

- Junctions are the most dangerous parts of the cycling and walking network. Improved junctions must have 'no [CLOs] critical fails and under the JAT no red-scored turning movements' as per [DfT's LTN 1/20 guidance](#).
- There should be no signalised junctions without signalised pedestrian crossing arms. The borough should work with TfL to ensure pedestrian crossing lights are installed on all arms of all suitable crossings. Cycle crossing lights and markings should also be considered for junctions being improved at the same time.

4. Rapidly roll out shared mobility points and cut freight motor vehicle movements by at least 10%.

- All homes and workplaces should be less than 600m from the nearest shared cycle/e-scooter access point and less than 600m from an electric car club bay.
- Freight consolidation centres, last-mile distribution centres, cargo bike loan schemes and other measures should be rolled out to ensure deliveries, servicing and other freight motor vehicle movements are reduced by at least 10%.

5. Make it easier and cheaper to park a cycle than it is to park a car everywhere in the borough.

- Rapidly roll out secure and inclusive cycle parking for people who live in, work in and visit the borough at transport interchanges, town centres, amenities, on residential streets and in council estates.
- Reduce car parking availability & amenity – including introducing emissions-based pricing, etc. in residential areas and high streets and set motor vehicle parking reduction targets, then use space freed up to deliver amenity to other modes – on carriageway electric charging points, cargo e-bike hire pods, shared mobility points, consolidation space, cycle tracks, bus lanes, wider pavements etc.